

Shady Grove Access Bike Path -- No. 500600

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Shady Grove Vicinity
None.

Date Last Modified
Required Adequate Public Facility

May 15, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	737	0	381	356	129	227	0	0	0	0	0
Land	116	0	5	111	111	0	0	0	0	0	0
Site Improvements and Utilities	1,046	0	0	1,046	0	1,046	0	0	0	0	0
Construction	815	0	0	815	0	815	0	0	0	0	0
Other											
Total	2,714	0	386	2,328	240	2,088	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Enhancement	1,357	0	264	1,093	240	853	0	0	0	0	0
G.O. Bonds	1,357	0	122	1,235	0	1,235	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides a new 10-foot wide bike path from Shady Grove Road to Redland Road along the east side of the WMATA Metro Access Road (approximately 4,700 feet); a bikeway ramp from the new bike path to an existing bikeway on Crabbs Branch Way (approximately 500 feet); a signalized at-grade pedestrian/bikeway crossing on the WMATA Metro Access Road; and a Metro access bikeway connection (approximately 200 feet) to provide access from the new bike path to the WMATA Shady Grove Metrorail Station.

Service Area

Shady Grove/Derwood

JUSTIFICATION

There is a need to provide a safe pedestrian/biker access to the WMATA Shady Grove Metrorail Station and a connection to the sidewalk/bikeway network in the vicinity, including the existing and proposed sidewalks/bikeways on Shady Grove Road, Crabbs Branch Way, Redland Road, Needwood Road, Midcounty Highway and future InterCounty Connector (ICC). Approximately ten existing communities within two miles of the project site will benefit from this project for daily commutes.

Plans and Studies

The M-NCPPC recognizes the need for this project and includes the proposed bikeways in this project in the Shady Grove Sector Plan Planning Board Draft, dated July 2004. A pedestrian impact analysis has been completed for this project.

STATUS

Preliminary design stage

OTHER

The costs for the preliminary engineering up to 35 percent design are covered in the Annual Bikeway Program project. Land acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

FISCAL NOTE

This project will be a candidate for Federal Transportation Enhancement Program funds which are allocated to the State and will not proceed to construction without this Enhancement funding.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY06	(\$000)
Initial Cost Estimate		2,714
First Cost Estimate		
Current Scope	FY06	2,714
Last FY's Cost Estimate		2,714
Present Cost Estimate		2,714
Appropriation Request	FY07	240
Appropriation Request Est.	FY08	1,845
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		629
Expenditures/ Encumbrances		4
Unencumbered Balance		625
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Federal Highway Administration
Maryland Department of the Environment
Maryland-National Capital Park and Planning
Commission
Department of Permitting Services
Washington Suburban Sanitary Commission
Pepco
Washington Gas Light Company
Verizon
MCI
Comcast
Washington Metropolitan Area Transit Authority
Annual Bikeway Program
The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP

See Map on Next Page

